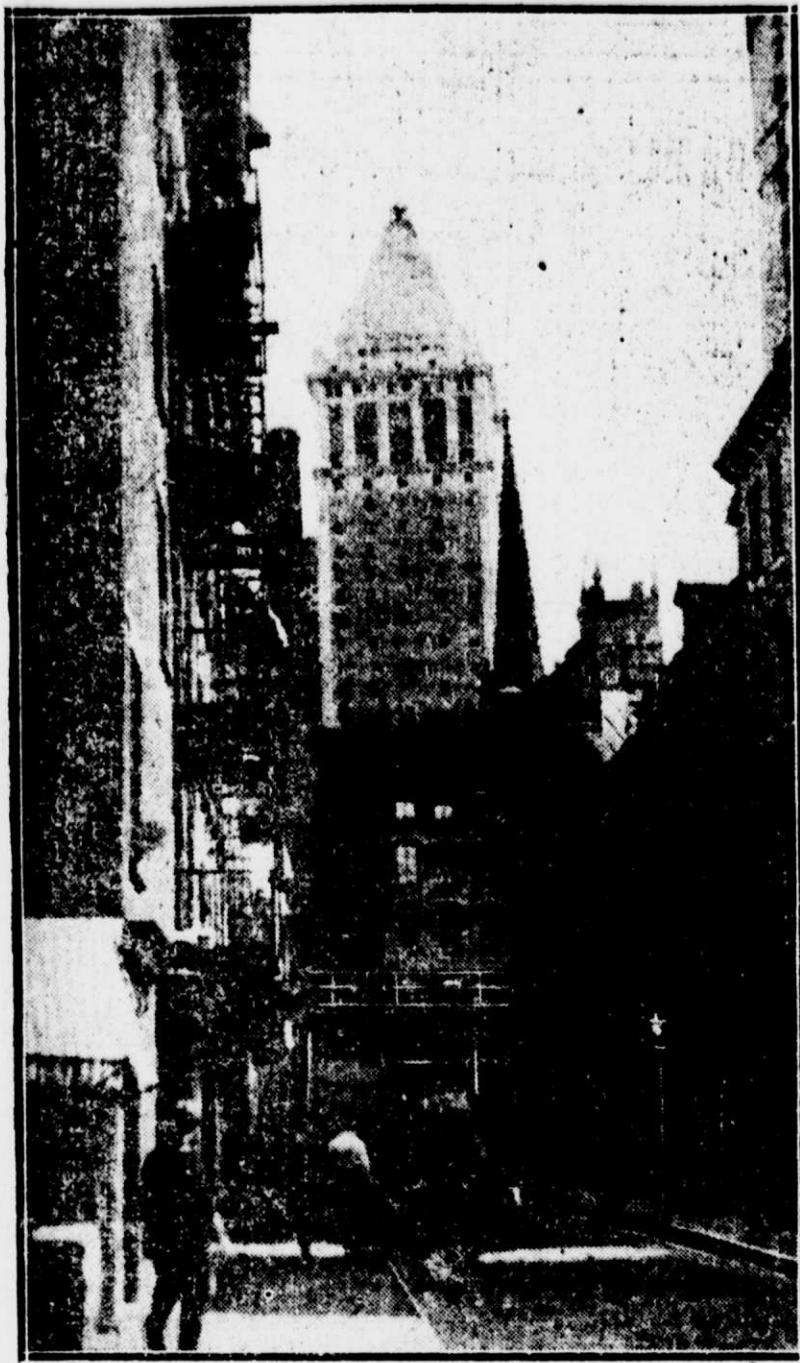


Trinity Church's Dwarfed Spire

A Striking Picture Afforded by the Newest Skyscraper as Seen From Carlisle Street.



THE BANKERS TRUST BUILDING AND TRINITY SPIRE SEEN FROM CARLISLE STREET.

The new building of the Bankers Trust Company at the northwest corner of Wall and Nassau streets is not so tall as the Singer Building tower, but it is not much lower and it is of larger dimensions, so that it is now one of the most conspicuous of all the city's tall buildings.

It is a notable object as viewed from anywhere around the city, from the harbor or the rivers, and it can be seen from many points within the city itself, and some of these city views of it may be seen upon unexpectedly.

Narrow Carlisle street runs two short blocks from West street to Greenwich street, where the buildings along the east side of Greenwich street block it at that end. You wouldn't expect to see the Bankers Trust building at Wall and Nassau by looking up Carlisle street, which ends at Greenwich; but you can see it from there, for Wall street, start-

ing at Broadway, runs in about the same line as Carlisle, and from Carlisle and West streets the lofty white building looms high over all the buildings in the blocks intervening between Greenwich and Nassau streets.

Looking at the Trust building from Carlisle street one gets another striking comparison and a new realization of how completely Trinity spire, that once dominated the downtown sky line, has now been shut off from view by the city's modern tall buildings.

Trinity churchyard and Trinity Church lie in the line between Carlisle street and Wall street. The Trust building is a full block beyond the church, and it ought to suffer, as of course it does, some apparent loss of height in the perspective; but still, even as seen from this point of view, the Trust building looms far above Trinity's spire.

Indians Dramatize Colonial History

Seven Hundred Senecas. Descendants of Peter Crouse, Dutch Captive, Commemorate His Capture.



PETER IS TELLING HIS LIFE STORY TO HIS DAUGHTERS.

SALAMANCA, N. Y., Sept. 30.—Seven hundred Seneca Indians of the Allegany Reservation, the descendants of Peter Crouse, a Dutch captive of Colonial days, have just celebrated the 128th anniversary of the capture of their ancestor.

They had as their guests nearly all the Indians of the Allegany Reservation and more than a hundred white persons. The celebration was held near Onondaga in Cattaraugus county on the banks of the Allegany River.

The Crouse Grove, where the Indians gathered, is about two miles from the Pennsylvania line and is one of the almost unknown great hunting regions of New York. The region is still wild in spite of the lumber industry, which has stripped it of its large trees, but enough of the forest remains to shelter bears, deer and occasionally wolves and wildcats. Limestone Mountain, just above the Crouse Grove, is infested by rattlesnakes and some of the Indians make a business of hunting them for their oil.

Amid such surroundings the Indians held their convention and family reunion. The main feature of the celebration was an outdoor play depicting in four acts the life story of Peter Crouse, the Dutch captive.

As nearly as the date can be ascertained Peter was captured at Hare's Island, near the present site of Pittsburgh, in 1773 and carried by the Seneca Indians to the Seneca village of Oldtown. At the time of his capture he was 12. He fell into the ways of the Indians, showed affection for his adopted mother and became a leader among the Senecas.

While he was yet a boy the Seneca town was started by the coming of a witch from Onondaga. She sought the protection of her clan, the Wolf Totem, and they adopted her along with her daughter. Tradition has it that young Peter took an immediate fancy to the daughter of the witch. When he grew to marriageable age he still clung to the sweetheart of his boyhood and when no one but the maiden was listening he said many gallant things to her.

At length his love-making was discovered by the witch woman and by Peter's stepmother and they were ordered to marry. Peter tried to call his dark eyed wife Elizabeth, but the name could not be pronounced, and to her dying day she was called Chippinny. Peter had his name changed to Standing Kettle, though the Indians called him in their own tongue Ga-nob-sta-teh.

The couple had four sons and four daughters and every one of the children was a credit to the parents. While Peter was thus comfortably situated among the Indians his three brothers made their appearance and begged him to return to the white man's way of living. Peter would not listen and led his brothers back to their canoe and kicked it off.

"My brothers are these people," he said, "and my mother is this woman who has cared for me. My wife and my chil-

dren are about me; all this land is mine and I will die here, where I am happy." The play was acted by Indians save that the parts of Peter and the three brothers were taken by white men.

The Dutchman's cabin still stands by the river and his Raftmen's Inn stands near by, a mass of decaying logs. Opposite on a highway stands a modern house similar to the house one finds in any modern village. The new house is the home of one of Peter's grandsons. Times have changed, even with the Indians.



GRAVE OF PETER CROUSE. MARVIN CROUSE, AN INDIAN AND A GRANDSON OF PETER, BESIDE THE GRAVE.

The First Aerial Mail in England

Gustave Hamel Leaving London for Windsor in His Bleriot Monoplane.



WOMEN DIVERS OF JAPAN.

Begin at 15 to Search for Pearls in the Coast Waters.

From the Oriental Review. The pearl divers of Japan are women. Along the coast of the bay of Ago and the bay of Kokasho the thirteen and fourteen-year-old girls after they have finished their primary school work go to sea and learn to dive.

They are in the water and learn to swim almost from babyhood and spend most of their time in the water except in the coldest season, from the end of December to the beginning of February. Even during the most inclement of seasons they sometimes dive for pearls.

They wear a special dress, white underwear and the hair twisted up into a hard knot. The eyes are protected by glasses to prevent the entrance of water. Tubs are suspended from the waist. A boat in command of a man is assigned to every five or ten women divers to carry them to and from the fishing grounds.

When the divers arrive on the grounds they leap into the water at once and begin to gather oysters at the bottom. The oysters are dropped into tubs suspended from their waists. When these vessels are filled the divers are raised to the surface and jump into the boats. They dive to a depth of from five to thirty fathoms without any special apparatus and retain their breath from one to three minutes.

Their ages vary from 15 to 40 years and between 25 and 35 they are at their prime.

GREAT BUBBLE OF LAVA

Discovered Floating Within the Crater of a Volcano.

Los Angeles correspondence Portland Oregon. Mail advices from Honolulu tell of the most amazing phenomenon ever observed within the crater of a volcano by a white man.

It was no less than a tremendous bubble of lava, inflated by gas from the very center of the earth, which supported an island of lava, which floated across a lake of fiery liquid. Frank A. Perret, the scientist who observed it, estimated that it covered an area of 3,000 square feet, and he was fortunate enough to secure a few photographs, although conditions were far from favorable for picture taking.

"The bubble was a huge sausage-shaped affair, inflated with volcanic gas and composed of lava glass, and this in turn sustained the island and prevented it from sinking. It made several tours of the lake before it disappeared from sight at last."

This was observed in the volcano Halemauau, and Perret and two Japanese assistants were the only ones who saw it.

The Olympic of the Great Lakes and How Her Cargo Is Handled

The Olympics, Lusitanias and Mauretanas of the great lakes are the vessels built by the United States Steel Corporation for the transportation of iron ore from Lake Superior ports to ports along Lake Michigan and Lake Erie, whence the ore is shipped by rail to the mills. The flagship of the fleet is the William P. Palmer, recently put into service. This vessel is equipped with elaborate accommodations for officers of the Steel Corporation and their guests on lake trips. The accompanying photograph is the first to be taken of the Palmer lying alongside a dock at Conneaut, Ohio. The electric unloading, capable of taking out her 12,000 ton cargo of iron ore from her thirty-six hatches in about four hours, are seen behind the vessel.

The William P. Palmer could be dropped inside the Olympic, but she is the giant ship of the Great Lakes nevertheless.

She is 410 feet in length over all to the Olympic's 321 feet, while her beam is only a little more than half the Olympic's and she is only one-third as deep, but she can carry more iron ore at a load than the greatest Atlantic liner. She is named for the president of the American Steel and Wire Company, a subsidiary of the Steel Corporation, and was built at the yards of the Great Lakes Engineering Works at Cleveland.

The Isherwood or longitudinal system of construction, after which she was built, is the method now employed on the great lakes, where capacity and serviceability rather than beauty are essential. The longitudinal type of construction gives greater strength to the bottom than the ordinary type.

The growth of the old style lake freighter to the William P. Palmer type is interwoven with the development of the great lakes waterways and the improvement of cargo handling apparatus. The lakes are navigable for only

eight months, and not only must the great freighters be capable of fairly good speed but the delays at ports must be reduced to a minimum. The W. F. Corey, a vessel slightly smaller than the Palmer, on a recent occasion entered the Lake Superior port of Two Harbors and left again in an hour and a half, having taken on 10,500 tons of ore in thirty-nine minutes. This cargo was later unloaded in four hours and a half. This steamer made thirty-eight trips in one season from Lake Superior to Lake Erie and Michigan ports and transported 400,000 tons of ore.

In 1910 the lake freighters carried 42,620,201 tons of ore, of which 34,042,807 went to Lake Erie ports and the balance to those of Lake Michigan. Many of these freighters carried coal on their return trip, although the Steel Corporation vessels usually go empty. Lake Erie ports alone shipped 18,406,469 tons of bituminous and 4,170,813 tons of anthracite coal west.

In the early days ore was hauled laboriously to the lakes, wheeled on board small vessels and at Sault Ste. Marie had to be unloaded, carried over the portage of a mile and loaded again below St. Mary's Falls. A canal around the rapids was begun in 1852 and finished in 1855, and as late as 1860 the small schooners employed in the ore carrying business transported only 114,401 tons in the entire year. The ore was unloaded in tubs operated with block and tackle, having mules and horses for the motive power, and the unloading of a 400 ton cargo in two days was accounted excellent work.

Steel was introduced into the construction of the lake freighters in 1886 and with the widening and deepening of the channel of St. Mary's canal the use of the modern ore freighters is made possible.

The vessels of the type of the Palmer are simply floating ore tanks, the entire length being devoted to the purpose for which the vessel was built, with the ex-

ception of enough room at the stern to accommodate the boilers, engines and a portion of the crew and at the bow more quarters, the wheelhouse, steam windlass and other apparatus. Here also are the quarters for guests of officers of the Steel Corporation on lake trips. The upper deck is flush from the forecabin aft and is broken only by the thirty-six transverse hatches, having sliding steel covers.

These vessels are sometimes loaded by a mammoth crane which lifts an ore car from the railway tracks, swings it out over the vessel, capsizes it and shoots its fifty tons of ore down a hatch. In other ports the ore is held in mammoth bins thirty feet and more above the dock, and from these it is run down in steel chutes about four feet wide and semi-circular. The loading is thus more easily accomplished than the unloading.

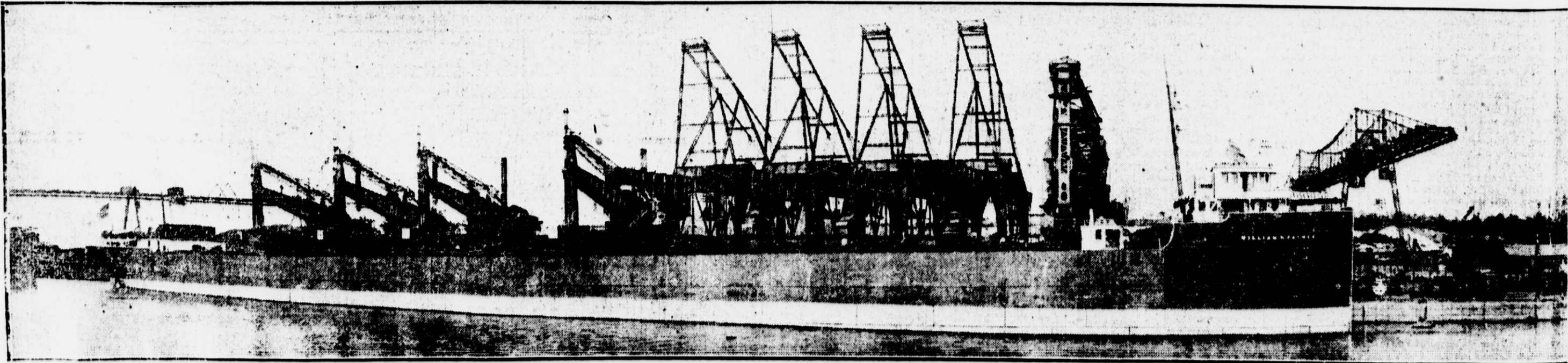
The modern unloader is the machine of the type shown in the accompanying picture. The first machine of this type was

constructed at Conneaut in 1890 and marked a radical change in the design of unloading machinery and in the internal arrangement of ships. The machine operates a self-filling or grab bucket. Up to the time this machine was perfected the ore had been handled in one ton buckets, the size most satisfactory for hand filling, but with the new mechanical buckets the capacity seems to be limited only by the clear space available in the hold.

Since the introduction of the grab bucket two types of machines have been developed, one in which the bucket is suspended by operating ropes and one in which the bucket is mounted on the lower end of a vertical rotating leg operated by an oscillating beam. One of these machines at Conneaut operating four 15 ton buckets unloaded 11,131 tons of ore from a vessel of the William P. Palmer type in four hours not long ago.

The arms of these unloaders reach into the hatches of the vessels, grab their

fifteen tons in each bucket, and are then elevated and swung back over the dock to be emptied into gondola cars or into carriers that convey the ore to piles that accumulate during the summer to furnish the winter's supply for the furnaces at Pittsburgh. These buckets are susceptible of turning in a horizontal plane about their vertical axes, and they can thus rake up the ore in a nearly fore and aft line, form a heap, and then gather up the fifteen tons at one time. The operator of the machine is stationed inside the vertical member at its lowest extremity so that he descends with the bucket into the hold of the vessel for each load. Rear Admiral Caspar F. Goodrich, U. S. N., who recently witnessed one of these machines in operation, thus described it: "Everything is done by electricity, and so complete is the control that the buckets seem almost human as they search the corners of the ship and scrape the scattered ore together before seizing it in their capacious maws."



THE WILLIAM P. PALMER, FLAGSHIP OF THE U. S. STEEL FLEET.